

PUBLISHED BY THE
NEWS PUBLISHING CO.,
No. 5 E. Main Street, near Fayetteville St.,
OPPOSITE CITIZENS' BANK.
RATES OF SUBSCRIPTION IN ADVANCE:
One year, by mail, postage paid, \$7.00
Six months, " " " " " " " " 4.00
Three months, " " " " " " " " 2.25
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part of the City, Fifteen Cents per week.

GUANO.

TWENTY-TWO YEARS OF
PRACTICAL SUCCESS!

MAPES



Nitrogenized Super Phosphate,
COMPOSED OF ANIMAL MATTER.
For quick and steady action and per-
manent improvement of the soil it has
no equal.

PRICES:
Cash \$22.50, November 1st \$27.50 per ton.
We give below a few of the many testi-
monials sent us by our planters, who
know it to be the best and most successful
fertilizer.

ACID PHOSPHATE

THE STAR

AMMONIATED

SOLUBLE

PHOSPHATE

PRICES:

Wake County, N. C., Dec. 31, 1874.

GENTS: Having used the Star Phosphate

for two years, I am convinced that it is equal

to any as a fertilizer, and it costs less

money; consequently I think it is the

best.

R. J. IVEY.

Johnston County, Dec. 30, 1874.

GENTS: A. C. Sanders & Co.

GENTS: Having used the Star Phosphate

for two years, I am convinced that it is equal

to any as a fertilizer, and it costs less

money; consequently I think it is the

best.

N. L. BARNES.

Johnston County, Dec. 16, 1874.

GENTS: A. C. Sanders & Co.

GENTS: I really think the Star Phosphate

the cheapest fertilizer ever used, and

I think it is equal to any I prefer it to

the Phosphate or any other kind I have used.

L. H. HINNANT.

Harnett Co., N. C., Dec. 30, 1874.

GENTS: A. C. Sanders & Co.

GENTS: I have used the Star Phosphate

for two years, and I am convinced that it is

equal to any as a fertilizer, and it costs less

money; consequently I think it is the

best.

E. STEWART.

LIQUORS.

We are receiving to-day one car load

of VIRGINIA WHISKY and have consigned

it to the best of the purest brands of CORN

and RYE WHISKY ever offered in this mar-

ket.

R. F. JONES & CO.

GUTHRIE LIQUOR STORE & SAMPLE ROOMS.

No. 3 Exchange Place, North Side.

The Best Stock of Liquors in the State.

We have the largest and most complete

stock of liquors in the State, and we

are prepared to supply the public with

the purest and most reliable brands of

liquors at the lowest prices.

We are also prepared to supply the public

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with the purest and most reliable brands

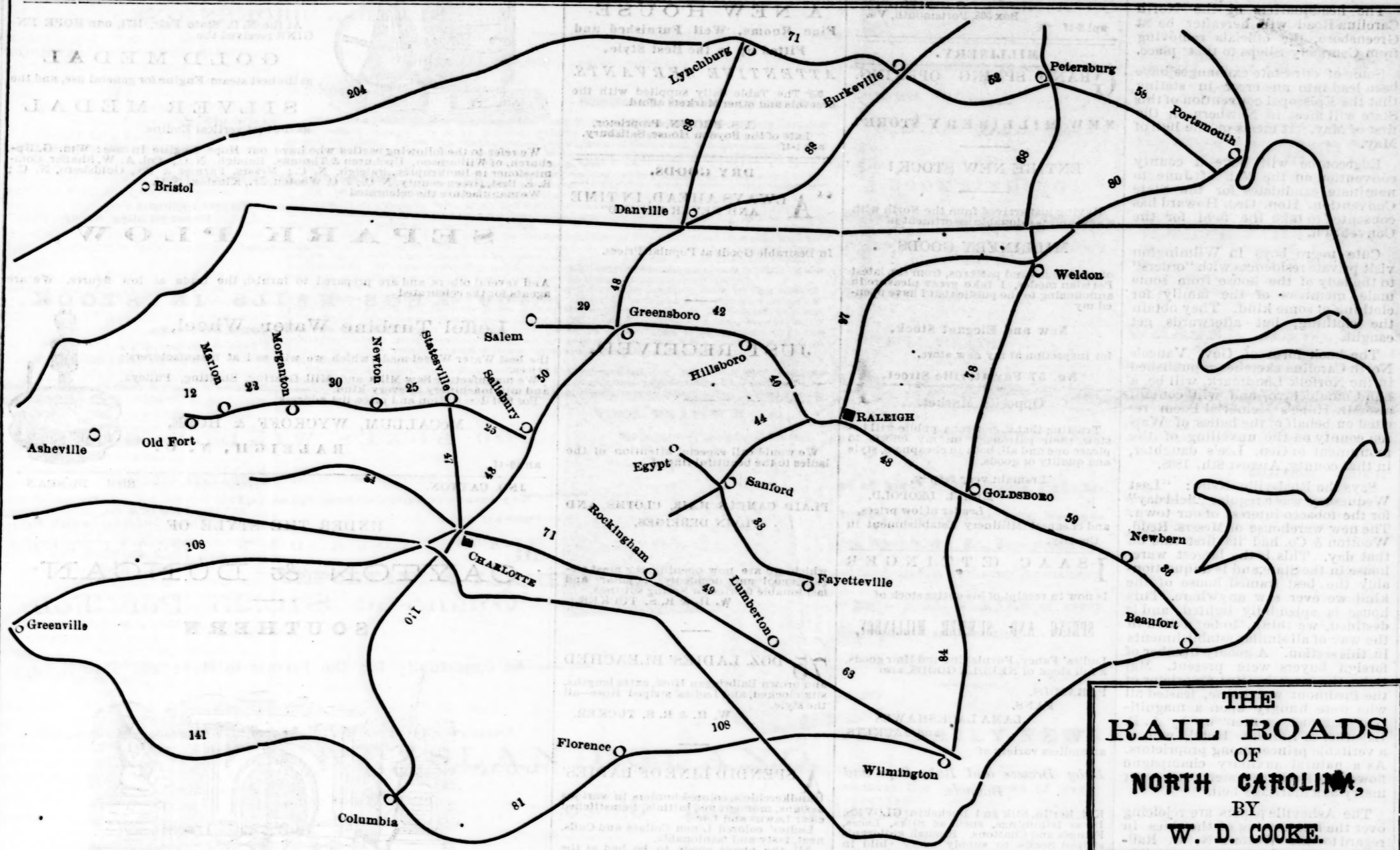
of liquors at the lowest prices.

THE DAILY NEWS.

VOL. VII NO 47.

RALEIGH, N. C., SUNDAY MORNING, APRIL 25, 1875.

PRICE: FIVE CENTS.



THE RAILROAD SYSTEM OF THE STATE—ALL LINES CHARTERED BY THE STATE AND SHOWN ON THE MAP, ARE 4 FEET 8 1/2 INCHES GAUGE.

OUR RAILROAD SYSTEM AND ITS RUPTURE.

We give above an illustration of the Railroad system of North Carolina which was prepared specially for the News by Mr. W. D. Cooke, of this city, and which presents at a glance not only its extent, but the completeness of the connections, designed by successive Acts of legislation. And we believe the general reader will be surprised at the amount of information conveyed in a bird's eye view, while at the same time he will be indignant at the attempt made, so far successful, to bring to naught this system originating in so much thought and patriotic devotion and carried out in its present conclusion with so much patriotic devotion.

It appears to have surprised many that resistance should be offered to the efforts of a foreign corporation to make North Carolina tributary to its own views, and that efforts are still made to thwart its efforts and restore our State to the free and unobstructed exercise of its rights over its own property, and full fruition of its own plans. Such surprise might be expected to come from those who advocate the interests of this foreign corporation professionally. Of such, there can be no complaint. With them it is a matter of business and they are expected to perform it. But we have been at a loss to see except in rare cases where natural local interests might override the enlarged State pride, how any of the press, the spokesmen of the people and the guardians of the public honor, should not only acquiesce in, but defend a measure ruinous to the State, and assail with bitter revilings those who express different opinions. The charges of corrupt influences more naturally attach to those who lend themselves to the support of what is unnatural, and hostile to the best interests of the State, than to those who are not only governed by instincts of State pride, but who attach themselves to what has been in the past recognized as the settled and permanent policy of the State, to which public faith has been pledged and in which private fortune has been invested.

THE CHANGE OF GAUGE.
The change of gauge is resisted upon the ground that it upsets the whole internal policy of North Carolina, and instead of presenting our system as one grand and complete whole, leaves it fragmentary, cut in two, made not only distinct in its local interest, but henceforward arraying the sections of the State in hostile rivalry, and defeating that wise and conciliatory effort so wisely conceived and so nearly perfected of overcoming by artificial means that topographical misfortune under which nature laid the State, and which made it tributary, when only natural avenues existed, to the States on either side of her.

We will not go farther into the question of the actual facts connected with the change of gauge. That has been done before, and may be done more fully. Our object is now to draw attention 1st to the origin of one system; 2nd, to the reason which controlled its adoption; 3rd, to its extent; 4th, to its cost; 5th, to the cost attending a change of it, and perhaps some other points:

THE ORIGIN.
And first as to its origin. A glance on the Map above will show that on

the North side the two roads, the Raleigh and Gaston and the Wilmington and Weldon, are but extensions, Southwardly of the Petersburg and Weldon Road, in one direction, and the Seaboard and Roanoke in the other. The Petersburg and Weldon (formerly Blakely) road is the mother of all the roads in Virginia and is the parent stock of the North Carolina Roads. That road was finished in 1832 or 3. Connection with it from any direction made conformity of gauge necessary. It was but a short time after its completion before the interest of North Carolina was aroused, and in 1836 both R. and G. and the W. & W. were chartered and ultimately built. Their construction covers our second point, i. e., the reasons which governed the adoption of the Petersburg gauge.

EXTENSION OF THE SYSTEM.
The extension of these roads into the State naturally begat other roads, which as naturally conformed to the gauge of the parent stem. No road has received an original charter for any other gauge in North Carolina, until almost by the force of a common law principle it had become to be the recognized legal gauge of the State. And it is so provided in all the above named charters with the single exception of the North Carolina. The omission to fix any defined gauge to that road, arose from the fact that it was built to connect with the R. & G. and the W. & W. Roads and a conformity to their gauges was a necessity. The obligation of the N. C. R. R. to adopt the gauge of 4 feet 8 1/2 inches is shown by the fact that the gauge of roads subsequently chartered as connecting roads, the A. & N. C., W. & N. C. and the N. W. N. C. were limited to a gauge of 4 feet 8 1/2 inches to conform to the gauge of the W. & C. R. R. If the N. C. R. R. was not to be held to this gauge then it was unjust and oppressive legislation which compelled other and nearer roads to adapt themselves to all its movement, and shape their movements by all its shifting caprices, and such we are sure has never been the character of the legislature of North Carolina, ever alive to the interests and security of the people.

THE EXTENT OF THE SYSTEM.
As to the extent of the North Carolina system: Probably on this point, there is as much misconception as any other, and which is one reason why the public are made to yield more readily to the domination of an inferior dignity; and as connected with this there is another appeal which has found a response in some minds. The five foot gauge is called the Southern gauge, and the Southern heart is touched with the fires of a Southern patriotism; as if North Carolina and Virginia were not Southern States equally with South Carolina, or if Tom Scott were the first person to touch the chords of Southern feeling.

LENGTH OF ROADS IN U. S.
There are in the United States now in operation (on Jan. 1875) 68,530 miles of Railroad. Of this there are 2,265 miles consisting mainly of the Erie road and its sidings, branches and extensions. Of the 5 foot gauge there are 11,780 miles, comprising most of the roads in the South and Southwest, including the East Tennessee and Virginia road, built to tap the Memphis trade, and including the Richmond and Danville road as an offshoot. And there are 53,451

miles of 4 feet 8 1/2 inch gauge, including a few roads with an 8 feet 6 inch and 4 feet 10 inches, which are practically used as 4 feet 8 1/2 inch roads.

It will thus be seen that the latter gauge has more than four times the amount of mileage over all other gauges combined. It has found its superiority to all the other gauges, and is destined to become the gauge of the world. It is the gauge adopted and prescribed for all roads built under aid from the government. It is the universal gauge of the continent of Europe. It is the general gauge of England. Wherever other gauges exist, as they do to a large extent under the ideas of Brunel, they have been made, by the introduction of an intermediate rail, to become practically the gauge of 56 inches.

TENDENCY OF THE NARROW GAUGE.
And the tendency all over this country is to come to this gauge. The Grand Trunk Railroad of Canada, of a 5 foot 6 inch gauge in 1873 changed its whole line to the 56 inch gauge. This line has a length of 421 miles. The Ohio and Mississippi Road, running from Cincinnati to St. Louis, with a length of 395, in 1873 made a similar change to the same gauge. The Erie Road with its sidings and connections over 2000 miles is preparing to make the same change. In fact this gauge is coming to be recognized as the true medium of width. British experience, which to some extent ought to be authoritative for it is backed by the expenditure of the largest amount of capital and guided by the most enlightened engineering experience, is that the "narrow gauge" (56 inches) is preferable to the broad gauge not only on the score of commercial convenience, but for its superior economy in making and working.

A STEP BACKWARD.
The change of gauge to conform to the requirements of the R. & D. Road is a step backward. It is thwarting the march to a uniform system which will prevail in time all over the United States and which system is the one now adopted in North Carolina. It breaks up that uniformity so important to the rapid and economical transmission of freight.

panded and the amount of loss following upon its rupture? Let us examine a few facts and figures.

ROADS IN NORTH CAROLINA.
There are in North Carolina, owing their existence to charters granted by the Legislature of the State, the following lines of road:

THE MAP.
A glance at the map above will show the purpose of this expenditure. It was to overcome the obstacles interposed by nature. It was to unite the State as one. It was to give us a common interest, to harmonize conflicting interests. It was to do away with sectional prejudices. It was to make one State of a region geographically disjointed and topographically distinct. It had a wide political object—political in its broad sense—to bring the people together and cement them by the common bond of interest and State pride.

WILL THE PEOPLE CONSENT.
We cannot believe that the people of North Carolina will consent to see these anticipations destroyed, and so much thought, so much labor, so much capital thrown away, or used contrary to intent to the aggrandizement of other States and other interests. Why should the State yield to the dictation of 83 miles of road, or suffer that to shape or thwart her policy, stand in the way of her property, and insolently sweep off into Virginia or North Carolina what her wisdom and her energies had devised for her own emoluments.

PROFIT TO THE LESSEES.
It is true that the lessees of the Road will be vastly gainers by the change. The power to alter the gauge carried with it also the power to make a direct connection through North Carolina, connecting the South by an unbroken link as far North as Richmond. All this is very glorious to the Pennsylvania Central, or the Richmond and Danville if you will; they sweep through North Carolina with their palaces cars no more to be changed until they reach New Orleans. They burden the road with trains from the extreme South, with locks to be opened only until they reach Richmond. All this is very fine no doubt and smacks very strongly of a liberal policy. But liberal to whom? Not to North Carolina certainly; these increased facilities to the through traffic do not benefit North Carolina in the least.

with the increased disadvantage of being at the mercy of a foreign corporation utterly out of sympathy with the people along the line of the road. There will be no redress, because there is no ear to hear.

ADDING INSULT TO INJURY.
We are told if we have patience all our grievances will be righted, that in time the whole system shall be changed to conform to the new Greensboro and Charlotte gauge; that the R. & G., the W. & W. and the A. & N. C. shall all be brought to uniformity, and then the State be all re-united again. This is adding insult to injury. The State was united. Its system was perfect, though not fully carried to the full completion. It was extensive and magnificent, as before shown by the extent of lines, and now it is proposed in order to maintain these interlopers in this conquest, that the whole system should bend to the interest of 93 miles. Has any one ever taken the trouble to calculate the cost of these changes, supposing they should be determined, and

COST OF CHANGING THE GAUGE.
We suppose the simple item of changing track could be effected at the mere cost of labor. The expense is in the alteration of the machinery, without which the road would be useless. Now the cost of altering an engine may be put down at \$1500. This is an ascertained fact. For changing a passenger or baggage coach \$800. Box cars and flats about \$200 each.

Now it may be assumed as a fact that for every 5 miles of the road is required one engine; for every 8 miles, one passenger and baggage car; and for every mile of road two freight cars, making a total of \$1,350 per mile for change of machinery alone, making a total for the change of machinery alone of \$1,500,000, an expenditure forced arbitrarily upon the roads in the State in order that they may be permitted to share in the productions of their own State; in order that the East and West may be kept together; in order that investments made on Railroads may not become hopelessly worthless.

LET WELL ENOUGH ALONE.
We prefer things should be reinstated. We prefer our system should be completed as begun. We prefer that the weaker should yield to the stronger. We prefer that the 11,000 miles of five foot gauge should yield to the 54,000. The interests of the State are not with its Southern connections. The current of trade is towards the North, and with the North-western connections; it cannot be doubted that they will adapt themselves in time to the system beyond the Ohio and Mississippi rather than persist in an isolated existence, cut off entirely from the great West.

We refer our readers again to the map. Every road within the State was of the 56 inch gauge. The R. & D. from the North penetrated it with a five foot gauge, and on the South the Charlotte and Columbia, and the Wilmington, Columbia and Augusta Roads did the same.

Rev. A. W. Mangum is on a visit to his friends in Orange and in consequence of his absence there will be no preaching at the Edenton street Church to-day.

Subscribe to the Raleigh WEEKLY News, a good 32-column family paper—only \$1.50 per annum (postage paid.)

Rev. A. W. Mangum is on a visit to his friends in Orange and in consequence of his absence there will be no preaching at the Edenton street Church to-day.

Subscribe to the Raleigh WEEKLY News, a good 32-column family paper—only \$1.50 per annum (postage paid.)

LOCAL MATTER.

E. C. WOODSON, City Editor.

The subscription list of the DAILY NEWS is larger than that of any other daily in the State, and is double that of any other daily in Raleigh. Advertisers should make a note of this.

MUNICIPAL ELECTION.

MONDAY MAY 3, 1875.

CONSERVATIVE NOMINATIONS.

For Aldermen:

FIRST WARD—JOHN C. ARMSTRONG, JAS. H. MCKEE, H. J. HAMMILL.

THIRD WARD—W. C. STONACH, R. H. BRADLEY, P. F. ESCUDÉ, J. C. R. LITTLE, JOHN C. BLAKE.

FIFTH WARD—J. RUFFIN WILLIAMS, R. H. JONES, F. C. FLEMING.

LOCAL BRIEFS.

For wagons, wheelbarrows and repairs to Plumadore's.

"Probe," says we shall have clear weather to-day with variable wind.

Fish are sold cheap at J. V. Williams, the People's Market.

3,000 bushels corn at Osborn's granary, W. A. Gattis, Agent. Supplies constantly received and kept full.

We are to have a spelling school in Raleigh. A whole school in Indianapolis was flooded with "pepsocuanha."

Why is the Editor of the Sentinel like a bull frog? Answer—because he has a greenback. Where did he get it from. Ask Buford.

It cost less to print advertisements than to send out salesmen. A good advertisement is seen and read by more people in one day, than most salesmen call on in a year.

Fifty boxes of the celebrated "Capt. Jack" chewing tobacco just received and for sale by Sam. Parham, at Z. W. Gill's. There is no cheaper in the city.

Mr. Turner may put the Buford collar on, but we have tied a "ring"ing bell to his other extremity, and faith, "he will have music wherever he goes."

The Rescue Fire Company will meet at the engine house at 3 o'clock this afternoon, in citizens dress, to attend the funeral of the late Dr. W. H. McKee.

J. M. Tate, General Insurance Agent, Raleigh, N. C. represents only first class companies, and pays energetic agents liberal compensation. Correspondence invited.

A corps of physicians from the Charleston, (Ill.) Infirmary, have arrived and taken rooms at the Yarrow House, where they will receive calls from the afflicted on Monday and Tuesday next.

The Editor of the Sentinel threatens to visit the county of every Democratic Editor who does not endorse his honesty (?). Look out gentlemen, for the bull-frog Editor, I. e., the Editor with the "greenback."

Mapes Fertilizers and the Star ammoniated phosphates are the leading brands sold in our market. Farmers would do well to consult Messrs. A. C. Sanders Co. before purchasing their guanos for the season.

The members of Mantee Lodge, No. 8, I. O. O. F., are notified to meet at Odd-Fellows Hall this afternoon at 3 o'clock sharp, to attend the funeral of Mr. Wm. H. McKee, P. G. M. of Seaton Gales and Raleigh Lodges are earnestly requested to unite Mantee Lodge in paying the last offices of respect to the memory of Dr. McKee.

The most attractive sight on Fayetteville street is the beautiful show window of Messrs. A. D. Royster & Bro., our live and energetic candy manufacturers. The show is the emanation of Mr. Leonard's genius, who as a candy maker has no superior in any place.

A NORTHERN INNOVATION.—Raleigh has become infected with the Northern pastime of spelling matches, and a school is to be inaugurated Monday night at the private rooms of the Express office. Those wanting to indulge in jaw-breaking will attend. Don't count us in, if you please.

DR. GEO. W. GRAHAM.—We are pleased to know that this optician and aurist is meeting with much success in the practice of his profession in this city. He has had under his treatment quite a number of delicate cases, which has been treated with entire satisfaction. It is gratifying to know that we can furnish in our midst a hitherto much needed want.

"Watch the news papers. A paper that is silent in view of this outrage to the State (i. e. change of gauge) is under peculiar influence."—Raleigh Sentinel of April 5.

As the Sentinel has become notably and conspicuously silent, the Editor of that paper probably believes that "if speech is silvered, silence is golden."

A GOOD EXHIBIT.—We publish this morning the statement of the Lynchburg Insurance and Banking Company of Virginia, showing its condition on the 31st December 1874. This is one of the largest of our Southern Fire Companies, and from its conservative manner of doing business, we may safely add, one of the most reliable.

RATES OF ADVERTISING.

One square, one insertion..... \$1.00
One square, two insertions..... 1.50
One square, one week..... 3.00
One square, one month..... 5.00
One square, three months..... 10.00
One square, six months..... 15.00
One square, twelve months..... 25.00

For larger advertisements liberal contracts will be made. Ten cents per line charged for first insertion and five cents for all subsequent insertions for advertisements not specially contracted for. Advertisements must be confined strictly to the business of the advertiser.

YOUNG'S DICTIONARY OF 20,000 RECIPES.—Mr. W. H. Wall, the agent for the above work, is in the city, and will be glad to take orders for it. It is a book of about six hundred pages, and is replete with information of the most varied and valuable kind. An examination of it testifies that it ought to be in every household, since it meets so many wants and answers so many everyday questions. It is well worth the price asked.

DELEGATES TO THE COTTON STATES CONGRESS.—The following delegates to this congress, which will meet in this city on the 13th of July, have been appointed:

For the State at large—N. W. Woodfin, Gen. D. H. Hill, J. B. Stickney, A. H. Gilliam, J. D. Whitford, Giles Mebane, Wm. Johnston, T. M. Holt, Col. J. L. Bridges, Dr. G. W. Graham and Capt. R. T. Fulgum.

Congressional Districts—Jesse J. Yates, Wm. A. Graham, B. M. Collins, J. C. Wooten, R. K. Bryan, D. McMillan, L. J. Houghton, M. A. Bledsoe, Jas. C. Williamson, W. B. Meares, Wm. S. Harris, Jasper Stowe, J. D. Click, Dr. M. L. Chunn, J. J. Erwin, Jas. M. Greenlee, J. L. McElroy, E. T. Kirby and the officers of the State Grange.

DEATH OF DR. WM. H. MCKEE.—We briefly mentioned in yesterday morning's News the death of this gentleman, which occurred at half past 12 a. m.

Among the many good men from our midst who had gone to their rest within the memory of the living generation, few are recalled who had attracted to himself more the affection and respect of the citizens of Raleigh than Dr. McKee. A life long resident of the city, the vigor of his youth, the flower of his manhood, and matured forces of his ripen years have all been devoted to high purposes of duty. No mind was ever urged by more earnest purpose to public service, no heart ever beat in more tender sympathy with private woe. His feelings seemed to have been painfully sensitive to human suffering, and his tenderness as the friend and physician was in constant war with his pecuniary interests.

So far from being hardened by contact with misery, his heart-strings seemed to have become more tuned to sensitive appreciation of what man is called upon to bear, and to have pulsated with more rapid beat under the sight or story of misfortune. For his duties were not alone those of the physician. He was emphatically the friend of the poor. He was their refuge in distress. He was their relief in poverty, and in his relation as physician so kind, so gentle, so sympathetic, and so skilful, that almost every household in the city feels that in mourning for him, they mourn a dear and valued friend.

Dr. McKee had served in several public capacities, his strong good sense and full information making him too valued a citizen to be excluded from public service, however detrimental to his own interests. He was for a number of years a valuable member of the Board of City Commissioners. He served for two years President of the State Medical Society. He was a long time President of the Board of Directors for the Institute of the Deaf, Dumb and Blind. And he was a zealous Odd Fellow, and was elected Grand Master of the Grand Lodge.

In whatever position whether public or private, Dr. McKee displayed his worth—the good and useful citizen, the skilful physician, the tender friend, the benevolent guardian of the poor, and the Christian man.

His funeral will take place from Christ's Church this afternoon at 4 o'clock. The friends of the deceased and of his family are respectfully invited to attend.

The Republicans propose to run their Convention in the interest of the whole country, and their condemnation of the third-term will be as clear and emphatic next month as it was in Harrisburg a year ago. The wishes and desires of the people will be consulted, even should the Federal office-holders feel aggrieved.—Lock-haven Republican.

THE ATLANTIC HOTEL.

A Seaside Resort.

BEAUFORT, N. C.

Season of 1875—May 1st, to Oct. 1st.

Open only to such Visitors as the Proprietor may be inclined to introduce to his family Circle. The peculiar situation of the Hotel affords all the pleasures of a voyage at sea, without sea-sickness or peril.

No Dust! No Flies! No Mosquitoes! Excellent Surf, and Still-water Bathing and Swimming.

All the Games for Exercise and Amusement to be found at Inland Resorts, besides PLEASURE BOATS FOR Fishing Parties, Pic-Nics, and Moon-Light Sails—to add variety and zest to wholesome recreation.

MUSIC HALL AND CRICKET PARKS, Open to Guests of the Hotel.

First-Class Catering, and Improved Cooking Apparatus for "Steam."

Tables: \$5.00 per day for 24 hours; \$2.50 for 8 hours. Liberal reduction for Families, and Early Visitors, and Parties taking longer time.

ap 25-3m GEO. W. CHARLOTTE, Proprietor.

THE DAILY NEWS.

SUNDAY, APRIL 25, 1875.

JOHN W. DUNHAM, Editor.
JOHN D. CAMERON, Manager.

THE DAILY NEWS is the Only Paper in the City of Raleigh That Takes the Telegraphic Reports.

JOB PRINTING.

The News Job Department has been thoroughly supplied with every needed want and with the latest styles of Types, and every manner of Job Work can now be done with neatness, dispatch and cheapness. We can furnish at short notice

BLANKS,
BILL HEADS,
LETTER HEADS,
CARDS, PROGRAMMES,
HANDBILLS, PAMPHLETS,
POSTERS, CHECKS, DRAFTS, &c.

The Petersburg Index and Appeal dismisses Attorney General Williams, with a "Scat." As much as was necessary.

ALEX. STEPHENS says "Grant is the best man that ever drew the sword against the South." That would do while he had a right to draw it, and the South has nothing to say to that. It only complains that he has kept it drawn, when it ought to have rested in the scabbard.

GARRETT, the President of the Baltimore and Ohio Railroad, is said to be seeking a higher Presidency, and is playing with the Gauguers. Wonder if any of our Gauge Presidents are looking in the same direction, and if some of the embryo "organs" are not working in that interest?

The Philadelphia Times takes a common sense view of the alleged breach of faith on the part of the Conservatives of the Louisiana Legislature, when it recognizes the fact that that body had the right to judge of the qualifications of its own members, and that was a point over which Frye and Packard had no control. A Conservative majority was secured by the compromise, and there was no injustice, nor any breach of faith in admitting men whose rights were admitted to be clear by the Congressional Committee, which investigated the acts of the Returning Board.

Tax destruction of several very large plantations in Cuba, owned by Northern men, and worked by slave labor, exposes another of the hypocritical professions of the North. They hold on to slavery as long as they can find profit in it. They made war on our system because they thought slavery made the South too rich and powerful. But there are many like Sumner, who believed their professions by their practice, and who own or owned slaves, in slave countries, while there are none so noisy at home in their opposition to the institution.

Richmond ought to have a strong delegation at Mecklenburg. Why not send the First Regiment and the Howitzers? Col. Buford would not doubt furnish the transportation at cost price.

The Enquirer makes the above suggestion, which we hope will find a hearty second in Virginia. We are sure whatever delegation Virginia sends, civil or military, will be received with open arms. In peace or in war, our States have always been together in purpose and in feeling, and we know that Virginia would feel as warmly the glorious emotions recalled by the recollection of '75, as would North Carolina herself.

We hope the design will be fully carried out.

After concluding his eloquent and patriotic speech at Lexington, General Bartlett was approached by a stranger, who, with tears rolling down his cheeks, said: "General, I am a Southerner; I was a good rebel, but now I am a true Union man, and I only needed to hear such words as yours from a Northern man's lips."

And this is the touchstone after all. Let the Southern man receive the credit due to the sincerity of his loyalty; let him feel that the North believes in his full subjection to the new order of things; let him believe that he is treated as an American with a heart beating full to the pulsation of a common patriotism, and a brain teeming with the purposes of a common glory and prosperity; let him feel that he is not regarded as the arch-plotter against the integrity of the Union with treasonable thoughts and intents only suppressed, not extinguished; in a word let him feel that he has the right to call himself and feel himself an American citizen, and then every man in the South can say, "I am a true Union man."

RHODE ISLAND claims a share of Centennial glory. The British mar-of-war, Gaspee, was captured by the Providence men in 1772, who destroyed the ship and wounded the Captain. Let little Rhode have the credit she deserves, but she does not come up with Alamance by a year, nor with the patriots of the Cape Fear by seven years. North Carolina is still ahead.

FOLLY NEVER DIES. The Second Adventists, the rival of the Millerites of 1842, have been watching for that great event, which "Cometh like a thief in the night," and of which no man can know. Men are little wiser or less credulous in this age, than in any other, and it is quite as easy now as ever for the fanatic or the charlatan to find his crowd of deluded fools. There is no permanent harm done, for the exposure of the imposition or the failure of the prophecy disperses the band, to be gathered again at a future date, to through the same routine of delusion.

OUR CITY ELECTION. A few days more only and the citizens of Raleigh will be called upon to determine whether they have gained anything or otherwise by the change in the arrangement of the Wards of the city. It was a change made at the earnest demand of the property holders, bleeding under the licentious rule of a corrupt partisan administration of municipal affairs. It was a relief sought for from the rapacity of an irresponsible and ignorant majority to whom the property of the city was public prey. The Legislature did its part, and so far the way was made clear. There could be no pretence of injustice in the measure, inasmuch as no one was disfranchised, and majorities simply reversed, a position which cannot be condemned, inasmuch as it is clear that the protection or appropriation of property properly belongs to those who own it. It certainly is as clear, that no measure, short of absolute disfranchisement, was too stringent to exclude from power those who had no direct interest in public affairs, except in staring the plunder of its finances, whose citizenship was transitory and undetermined, and who in many cases, as demonstrated and admitted within the past ten days, were of that migratory and facile class, that could be dumped down in any Ward of the city where temporary residence would most serve their purpose. It is a pity that the occasion had passed. Could there be any possible injustice in counteracting the designs of such an element as this?

Seeing the evil, and having the power to redress it, will the Democrats of Raleigh suffer the fruits of their labor and hopes to be lost by dissension among themselves? We believe that success is assured if there is a perfect unanimity in the support of the tickets presented.—These tickets were the result of compromises and concessions, and approach as near completeness as they ever possibly could be made. It is not now the time for individuals to undertake to amend them.

There should be no scratching, or swapping. If there are any who find it a bitter pill to swallow, swallow it. It is better that individual prejudices should be wounded, than that the whole body politic should suffer. It will be a slim consolation to the man who objects to any particular name on the ticket, that he has gratified his personal feelings at the expense of continuing Radical rule.

Let these individuals (if they are such) be reasonable, be generous, and for one day in the year forget private griefs, that the great cause of the public may prosper.

A GRAND WEDDING IN NEW YORK.—The largest and perhaps grandest wedding in New York for years was celebrated on Tuesday afternoon at Cavalry Church. The bride was Miss Alice, daughter of Mr. H. Smith, and the bridegroom William H. Vanderbilt, Jr., son of W. H. Vanderbilt and grandson of Commodore Vanderbilt. The wedding was followed by a reception at the bride's father, in which over two thousand participated. The house was thrown open from basement to roof, profusely decorated with flowers and brilliantly illuminated. The parlors were a bower of roses, the bride and bridegroom reclining under a canopy of flowers. The wedding gifts were valued at over 500,000.

The Norfolk Virginian of Thursday says: "We conversed with a prominent and scientific trucker yesterday from Norfolk county, who stated that the entire crop of pears had been destroyed, but that the peach crop will be a half yield, and that the much as was at first supposed. He thinks the farmers, as a general thing, are far more frightened than hurt, notwithstanding the fact that in some few cases the loss has been ruinous. Yes, there is a difference; and as the devout doctor exclaimed when the minister referred to a remarkable difference on another occasion, 'We thank God for the difference.'"

NORTH CAROLINA.

The Asheville papers report great damage done by the section by the recent cold snap.

Edgecombe will also furnish her "horne's nest" to the Charlotte Centennial.

The wife of Captain L. Norwood, a member of the Bingham School Faculty, died at Mebaneville on the morning of the 15th inst.

The headquarters of the North Carolina Road will hereafter be at Greensboro, the officials removing from Company Shops to that place.

Some of our State exchanges have been lead into an error in stating that the Episcopal convention of this State will meet in Newbern on the first of May. It meets on the 19th of May.

Edgecombe will have a county convention on the 15th of June to nominate candidates for the State Convention. Hon. Geo. Howard has consented to take the field for the Convention.

Cute negro boys in Wilmington visit private residences with "orders" to the lady of the house from some male members of the family for clothing of some kind. They obtain the clothing, but afterwards get caught.

The book form of Gov. Vance's North Carolina sketches as published in the Norfolk Landmark, will be a handsome octavo, and will contain all Mr. Hope's Memorial Poem recited on behalf of the ladies of Warren county on the unveiling of the monument to Gen. Lee's daughter, in that county, August 8th, 1868.

Says the Ridesville News: "Last Wednesday was a regular 'field day' for the tobacco interest of our town. The new warehouse of Messrs. Bead, Wootton & Co. had its first sale on that day. This is the largest warehouse in the State, and is unquestionably the best framed house of the kind ever saw anywhere. This house is splendidly lighted, and is destined, we think, to be a lion in the way of all similar establishments in this section. A goodly number of foreign buyers were present. Mel Oakes, the large-hearted proprietor of the Piedmont warehouse, feasted all who were hungry upon a magnificent banquet, gotten up by A. P. Laidlaw, Esq., who is a veritable prince among proprietors. As a natural auxiliary champagne flowed as freely as water. All went merrily as a marriage bell.

The Asheville papers are rejoicing over the brightening of the skies in regard to the Western Railroad, resulting from the recent lifting of the mortgage from the Western N. C. Road and the adjustment of its affairs upon the basis of the bill introduced into the Legislature by Col. Tate. Says the Enquirer: "We therefore express the belief that work will soon begin, and that within a few years at most, the Old North State will become a 'United State'—that the mountains and the sea-board will be united by links of steel, and that a brighter era of commercial property will dawn upon our State. Long indeed have the people of the West looked in vain for the completion of this grand enterprise.

"The eyes of thousands are now turned to the head-quarters of Western North Carolina, and only await the completion of the roads, to link their destiny with us. Let the romantic regions of Buncombe and Macon, and the beautiful, and fertile fields of Haywood, Henderson, Transylvania, Jackson, Macon and Cherokee be opened up to the world, and an era of prosperity will exist never known before in North Carolina."

A Milwaukee Democratic paper says the following: "Did not the Republican administration put in the Cabinet the ex-rebel Akerman? Did they not put into office the rebel General Longstreet, who almost gained the battle of Gettysburg? Did they not appoint the ex-rebel Governor Orr Minister to Russia? And yet do the Republican party talk about the danger of putting rebels into office? Very true; but there are rebels and there are ex-rebels. Longstreet, for example, is different from Semmes, and Akerman from Toombs.—Washington Republican."

BOARDING HOUSE.

HOWELL HOUSE.
BLOUNT STREET.
Bet cen Hargett and Morgan.
RALEIGH, N. C. Feb 20, 1875.

To the public, I respectfully announce that from and after this day I will run my House as a

PRIVATE BOARDING HOUSE.

under the same name as heretofore. I return my sincere thanks to my many friends and patrons for their very liberal patronage heretofore bestowed on me, and respectfully ask a continuance of their patronage. Complete accommodations guaranteed at moderate rates.

B. N. HOWELL, Proprietor.
mar 21-1875

OLD NORTH STATE

FIRE Insurance Company.

WARRENTON, N. C.

Capital Stock, \$107,600.00

ASSETS:

Mortgages on Real Estate, \$4,500.00
National Stock, 1,000.00
Savings Bank, 25,000.00
Cash and Loans on Call, 20,000.00
Due from Agents, 2,000.00
Agents' Supplies, 600.00
Accrued Interest, 700.00
Total, \$122,900.00

LIABILITIES:

Amount necessary to reimburse all unpaid risks on the basis of the New York law, \$10,000.
\$1,229 Assets to Every \$100 of Technical Liabilities.

According to the past experience of the Company we have

\$2,458 Assets to Every \$100 of a tual Liabilities.

OFFICERS:
Col. W. S. DAVIS, President.
N. B. JONES, Vice-President.
P. F. LONO, Secretary.
W. J. NORWOOD, Treasurer.
T. C. WILLIAMS, Supervisor.
Oct 15-1874

PORTSMOUTH.

WEST INDIA FRUITS.

Direct Trade.

Expected to arrive daily, the schooner S. S. Lewis, direct from the West Indies, with a cargo of Oranges, Pine Apples, Bananas, Limes and Coconuts. As it is our intention to furnish the public with the best of these Fruits, (and also to offer them at less than Northern prices), we ask respectfully the aid and encouragement of SOLE AGENTS, DEALERS.

Address all orders to
WALKER BROS.,
Box 305, Portsmouth, Va.
apl 8-1875

MILLINERY.

GRAND SPRING OPENING.

NEW MILLINERY STORE!

ENTIRE NEW STOCK!

Having just arrived from the North with a new and fashionable assortment of MILLINERY GOODS

of all designs and patterns, from the latest Parisian modes, I take great pleasure in presenting to the public that I have opened my

New and Elegant Stock, for inspection at my new store,
No. 57 Fayetteville Street,
Opposite Market.

Trusting that a generous public will bestow their patronage on my efforts to please on all, both in cheapness, style and quality of goods.

I remain very respy,
Mrs. R. LEOPOLD,
Leader of low prices,
and cheapest Millinery Establishment in the city.

ISAAC GETTINGER

is now in receipt of his entire stock of

SPRING AND SUMMER MILLINERY.

Ladies' Fancy, Furnishing and Hair goods, a full stock of NEEDLE GOODS, also PARASOLS, FANS, LAMA LACESHAWLS and JACKETS, an endless variety of

Baby Dresses and Baby Caps and Bonnets.

Kid, Berlin, Silk and Buckskin GLOVES, Dress trimmings, such as Silks, Laces, Fringes and Buttons. French children's striped Socks to supply every child in North Carolina with a new pair. My stock was bought for CASH and can and will be sold low; all I ask is a call.

Our opening will be from now until the end of the season.

New goods will be added to my stock every day or two.

Mrs. GETTINGER, as usual, can always be found at her post ready to wait on many friends and customers.

NOTICES.

TO THOSE CONCERNED.

The notes, accounts, &c. due to the late firm of W. H. & R. S. TUCKER & CO. must be settled. We will be compelled to place them in the hands of a Receiver, who will immediately. W. H. & R. S. TUCKER, Surviving Partners.

NOTICE OF LOST CERTIFICATE OF STOCK.

Certificate No. 92, for five shares in the Carolina and Western Railroad Company, standing in the name of Mrs. J. A. TUCKER, is hereby given that application will be made to the said Company to issue a new or duplicate certificate in lieu thereof.

april 23-1875

MACON HOUSE.

and celebrated as one of the finest Summer Resorts on the Atlantic Coast.

Terms accommodating.

Mrs. J. A. TUCKER, Proprietress.

AN ACT TO ASCERTAIN THE INDEBTEDNESS OF THE DIFFERENT COUNTIES, CITIES AND TOWNS OF THIS STATE.

A STATUTE OF LIMITATIONS.

The General Assembly of North Carolina do enact:

Section 1. That all claims against the several counties, cities and towns of this State, which are not otherwise paid, shall be presented to the Chairman of the Board of County Commissioners or to the clerk of the Board of Commissioners, or to the clerk of the Board of Aldermen, or to the clerk of the Board of Supervisors, or to the clerk of the Board of Trustees, or to the clerk of the Board of Directors, or to the clerk of the Board of Managers, or to the clerk of the Board of Commissioners, or to the clerk of the Board of Aldermen, or to the clerk of the Board of Supervisors, or to the clerk of the Board of Trustees, or to the clerk of the Board of Directors, or to the clerk of the Board of Managers, or to the clerk of the Board of Commissioners, or to the clerk of the Board of Aldermen, or to the clerk of the Board of Supervisors, or to the clerk of the Board of Trustees, or to the clerk of the Board of Directors, or to the clerk of the Board of Managers, or to the clerk of the Board of 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